

SAILING DIRECTIONS CORRECTIONS

PUB 172 **9 Ed 2001** **LAST NM 11/03**

Page 10—Lines 7 to 55/L; read:

message must contain the following information:

1. Vessel type, nationality, and name.
2. Draft on day of transit.
3. Suez Canal Gross Tonnage and dwt.

Notice of cancellation or alteration of passage must be given at least 24 hours ahead or a fine will be levied. Vessels arriving without booking ahead will join the convoy if traffic in the canal allows or they may join the next convoy.

Information required in advance of arrival.—The following information should be sent to the SCA through "SUQ" preferably, or through the vessel's agent, at least 48 hours and 24 hours prior to arrival:

1. Type of vessel, nationality, and name (with former name, if any).
2. Suez Canal Gross Tonnage, dwt, draft, and beam.
3. Whether vessel intends to transit canal or stop in the harbors, including the duration of stay in harbor.
4. ETA Port Said (Southbound) or Port Suez (Northbound).
5. Quantity and IMO class of any dangerous cargo.

Information to be passed to the SCA on arrival.—The harbor office should be contacted on VHF when the vessel is:

1. About 15 miles from Fairway Lighted Buoy off Port Said (31°21.3'N., 32°20.7'E.)—Port Said Harbor Office on VHF channel 16.
2. About 5 miles from Separation Zone Lighted Buoy No. 1 in the Suez Bay approach (29°40'N., 32°32'E.)—Port of Suez Harbor Office on VHF channel 14.

The following information should be passed at that time:

1. Position (latitude and longitude).
2. Vessel's name.
3. Call sign.
4. Suez Canal Identification Number (SCID).
5. Suez Canal Gross Tonnage and dwt.
6. Draft.
7. Whether vessel is loaded or in ballast.
8. Nature of cargo.
9. Any defects affecting the safety of navigation.

In addition, vessels transiting the canal for the first time should state:

1. Date of building.
2. Whether Suez Canal Tonnage Certificate is held and, if so, its date of issue.
3. Call sign or SCID.
4. Length overall.
5. Beam.
6. Type of engines.
7. Whether vessel intends to transit canal or only stop in the harbor.

It has been reported (2003) that information concerning the location and condition of the vessel's anchors and the required searchlights (see paragraph 1.5), as well as the vessel's last port of call and next port of call, were requested.

(BA NP 286(3); PUBS 007-03;

BA NM 37/02, Section VI) 12/03

Page 131—Line 40/L; insert after:

Salalah Port Services Home Page

<http://www.salalahport.com>

(NIMA) 12/03

Page 131—Line 14/R; read:

A container quay, 1,228m long,
(Fairplay, 2003-2004)

12/03

Page 169—Line 59/R; read:

Shinas. It has been reported (2003) that the first phase of the project, consisting of two tanker berths, with a total length of 850m and a depth alongside of 17m, has been completed.

(PUBS 004-03) 12/03

Page 187—Line 20/L; insert after:

Caution.—It has been reported (2003) that facilities for cruise ships, as well as for container and general cargo vessels, are under construction.

(PUBS 004-03) 12/03

Page 231—Line 30/L; read:

dust and haze that curtails visibility in the entire area and navigational aids may be obscured. It has been reported (2003) that visual and radar navigation do not provide acceptable accuracy until in the vicinity of Approach Lighted Buoy No. 14.

(PUBS 005-03) 12/03

Page 232—Line 13/L; read:

15.4m, sand and shells. It has been reported that ships using this anchorage

(PUBS 005-03) 12/03

Page 250—Line 29/L; read:

should be used with caution. A recent survey suggests a controlling depth of 7.0m may be more appropriate. The deep center portion of the channel has a depth of about 9.0m, but is only 50 to 75m wide.

(NTM 044-02) 12/03